ORAL ANSWERS TO QUESTIONS

Enquiry reports on Helicopter Crashes

*541. SHRI AMAR SINGH:[]
SHRIMATI SUKHBUNS KAUR:

Will the Minister of CIVIL AVIATION be pleased to state:

(a) the number of choppers (civilian) which crashed during the last three years alongwith the causes of each crash;

(b) what action Government have taken in the light of findings of enquiries conducted in this regard;

(c) whether Government's attention has been drawn to the recent statement by IAF's Director-General (Inspection and Safety) after the recent mishap resulting in the deaths of two Ministers of Haryana Government to the effect that stringent norms for selection of pilots and helicopters and a review of Civil Aviation Rules enacted in 1934 can go a long way in preventing the mishaps; and

(d) if so, what is Government's reaction in regard thereto and by when, the rules are likely to be reviewed?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) to (d) A Statement is laid on the Table of the House.

Statement

(a) During the last 3 years *i.e.* 2002 to 2005 till date there had been 18 accidents to Indian Civil Registered Helicopters (Choppers). The causes of these accidents are given in Statement-I *(See* below).

(b) Safety recommendations emanating from investigation of various aircraft accidents and incidents are followed up by Directorate General of Civil Aviation (DGCA) for implementation with the concerned agencies so as to prevent recurrence of similar accidents/incidents. A Standing Committee headed by Director General of Civil Aviation periodically monitors the progress of implementation of the recommendations made by various Courts/Committees of Inquiries. Besides, Flight Inspector of Pilots of DGCA carries out periodic proficiency and standardization checks of pilots and Safety Audit team of DGCA carry out periodical safety audit of operation and maintenance organization. A Helicopter Group has been constituted by DGCA on 17.09.2003 to look after the maintenance and operations of Helicopters until creation of separate Helicopter Cell in DGCA.

(c) and (d) Yes, Sir. However, DGCA has not received any official

[] The question was actually asked on the floor of the House by Shri Amar Singh.

suggestions from Indian Air Force pertaining to strict rules for private sector aviation in the wake of recent accidents of helicopters. The aircraft Rules are amended/updated as and when required. The existing air safety rules, promulgated by DGCA, are in accordance with international standards stipulated by International Civil Aviation Organisation (ICAO), are considered sufficient to ensure safe air operations.

Statament-I

Causes of accident to Indian Civil Registered Helicopters from 2002 to *till date*

Sl. No.	Date/ Place	A/cType/ Regn.	Operator	Details of Accident/Probable Cause
1.	20.02.2002 near Manali (HP)	LamaSA Helicopter VT-HHS	Himalayan Heliservices (P) Ltd.	The accident was caused due to "The decision of the pilot to abort landing while in the shallow approach and turning to the right caused stalling of the rotor blades resulting in sinking of the helicopter and impacting on the mountain".
2.	21.02.2002 near Indore (M.P.)	Bell 430 Helicopter VT-MPS	MP. Govt.	Improper handling of engine emergency leading to complete power loss was the cause of accident. Poor crew coordination and following non-standard procedures of emergencies were contributory factors.
3.	03.03.2002 at Kowadalanka (Andhra Pradesh]	Bell 206 Helicopter VT-DAP	Deccan Aviation	The accident was caused when the pilot unable to continue the flight due to poor visibility while searching for an appropriate place to land, made an error of judgment by making the pond water as land surface. After realizing so when he attempted to lift the helicopter from a low height, the tail boom contacted water surface and got separated causing the helicopter to spin and crash land.
4.	22.09.2002 near Lonawala	Ecureil Helicopter VT-RLA	M/s Raymonds Ltd.	The Pilots after getting airborne turned towards right side of track and soon thereafter collided with the ground on losing visual reference due to bad weather in that area.

Sl. No.	Date/ Place	A/c Type/ Regn.	Operator	Details of Accident/Probable Cause
5.	19.04.2003 at Mumbai	Bell 412 Helicopter VT-AZC	M/sAzal India (P) Limited	i The accident occurred on account of non-availability of tail rotor control due to dislodging of the linear actuator from Its housing as it was not properly secured in its position during 3000 Hrs./5yrs inspection schedule.
6.	29.04.2003 Near Manali (H.P-)	Lama SA-315B Helicopter VT-HIM	Himalayan Heli-Services (P) Limited	The helicopter hit the secondary cable of an existing Cable Trolley System, which the pilot probably could not detect in time while circumnavigating a hillock at low altitude during a sight seeing flight.
7.	27.07.2003 near Bagalkot (Karnataka)	MD600N Helicopter VT-TTT	Tata Tea Ltd. Bangalore	During the downwind leg at low altitude and low speed, pilot applied full forward cyclic stick followed by full aft cyclic which resulted in main rotor blades hitting and shearing off the tail boom. Helicopter crashed thereafter.
8.	05.08.2003 Gunderbal, Srinagar	Bell 407 Helicopter VT-FJK	J&KGovt.	The Helicopter was flown into a hillock in poor visibility condition on account of thick fog and low clouds and become uncontrollable on collision with trees and separation of tail rotor assembly. Deliberate violation of safety norms, fatigue and self developed compulsion to fulfil Amarnath pilgrimage mission without involving other' Pilots from the organization are also considered to be contributory factors in the accident.
9.	11.08.2003 Bombay High, Mumbai	MI 172 Helicopter VT-MAF	Mesco Airlines	Accident occurred due to loss of directional control and lift immediately after take off leading to helicopter hitting the seawater and crashing into sea. The combined effect of maladjusted rudder controls and improper technique used for take off from the helideck

Sl. No.	Date/ Place	A/c Type/ Regn.	Operator	Details of Accident/Probable Cause
				in the prevailing wind conditions led to loss of directional control and lift after take off. Hasty actions by the crew to meet the callout and non conforming helideck in respect of obstructions requirements were the contributory factors.
10.	30.10.2003 near Agati	Dauphin Helicopter VT-ELF	Pawan Hans Helicopters Ltd.	The accident resulted, when the pilot was cruising at 300 feet, lost situation awareness as they had distracted their mind & attention towards a shoal of playful dolphin in deep sea & unintentionally maneuvered the helicopter into steep dive with right bank, over speeding the main rotor & plunging the helicopter in the sea. Non compliance of safety regulations by the operator/crew & incrorrect crew combination have contributed to the accident.
11.	10.12.2003 near Kakinada Port	Ecurueil Helicopter VT-DAY	Deccan Aviation (P) Ltd.	The Helicopter during take-off rolled to the right with main rotor blades hitting the deck, when the Pilot-in-Command initiated take-off as the starboard resonator blade got entangled in the rope of the helideck net. The Pilot-in-Command erred by landing with AS 355 helicopter on the helideck covered with Net and the Co-pilot did not inspect the starboard side resonator blade with relation to the Net prior to take-off.
12.	12.02.2004 at Bangalore	Schweizer Helicopter VT-HAH	HAL Rotary Wing Academy	Non Adherence to Standard Operating Procedure during the autorotation exercise by the trainee pilot and delayed action by the Instructor resulted in the accident.
13.	12.02.2004 at Munger (Bihar)	Dauphin Helicopter VT-ENV	Govt, of Bihar	The accident was caused due to steep power approach by the pilot, causing the helicopter to settle with power when it was very close to

Sl. No.	Date/ Place	A/c Type/ Regn.	Operator	Details of Accident/Probable Cause
				ground and improper recovery technique used by him to control the situation.
14.	16.03.2004 at Khanvel near Mumbai	Ecureil AS-350-B Helicopter VT-EHP	Ace Airway:	/The helicopter while transiting from fast descent and high forward speed to hover, prior to landing, developed left yaw which could not be arrested by the pilot due to non-availability of full right rudder on account of perfunctory maintenance work performed during last replacement of tail rotor pitch change spider assembly bearing. The helicopter, thereafter due to mismanaged landing entered into ground resonance and suffered self-destruction."
15.	22-09-2004 at Kudumkuli, (Meghalaya)	Dauphin Helicopter VT-EKZ	PHHL	Helicopter was heading towards Shillong but could not land due to bad weather and was diverted back to Guwahati. Thereafter the helicopter crashed in the hills, the accident is under investigation by an Inspector of Accidents under rule 71 of aircraft rules 1937.
16.	19-01-2005 near Vapi	EC 120 helicopter VT-YAZ	Bilakhia Holdings Pvt Ltd.	The helicopter while coming to land had higher forward speed and was at hover height after crossing the centre of the stadium. Then while taking a right turn of approximately 150 degrees towards the helipad crashed into the ground. The accident is under investigation by an Inspector of Accidents under rule 71 of aircraft rules 1937.
17.	31.3.2005 near Sarsawa, Saharanpur, UP	EC-120B Helicopter VT-VYJ	India Fly Safe Aviation Pvt. Ltd.	The helicopter took off from Chandigarh at i 132 hrs. IST for Delhi with 5 persons on board. The last contact of the helicopter with Sarsawa was at 1217 hrs. (ST. The accident is under investigation by an Inspector of Accidents under rule 71 of aircraft rules 1937.

Sl. No.	Date/ Place	A/c Type/ Regn.	Operator	Details of Accident/Probable Cause
18.	4.4.2005 Bongalgaon	Robinson R-44VT-PHC	PHHL	After take off the helicopter attained height of around 50 feet. At that moment it swung first to right, then to left and crash landed in a field at a distance of around 300 feet from the helipad. The accident is under investigation by an Inspector of Accidents under rule 71 of aircraft rules 1937.

श्री अमर सिंह : सभापति महोदय, मैं आपके माध्यम से माननीय मंत्री जी से जानना चाहूंगा कि डायरेक्टर जनरल (नागरिक उड्डयन) नॉर्मल हवाई जहाजों का तो रेडंम निरीक्षण करते हैं लेकिन छोटे डिस्टेंस पर, जो हेलीकॉप्टर्स वी0वी0आई0जी0 को लेकर जाते है, उनका निरीक्षण उस स्तर पर नहीं होता है, जिस स्तर पर हवाई जहाज का निरीक्षण होता है ।अमरीका में यह एक निरंतर एक्सरसाइज हैं, वहां हेलीकॉप्टर्स का निरीक्षण होता रहता है। हरियाणा में यह कोई पहली बार नहीं है कि हमने अपने अच्छे लोगों, अच्छे राजनेताओं, प्रभुत्व लोगों को एक्सीडेंटस में खोया है। लोकसभा के स्पीकर श्री जी0एम0सी0 बालयोगी जी का दुखद निधन भी हेलीकॉप्टर एक्सीडेंट में हुआ था । यह पहली घटना नहीं हुई थी। उस समय हमें इस तरह का आश्वासन दिया गया था कि हेलीकॉप्टर की उसी तरह से रेंडम चैकिगं होगी, सुचारू व्यवस्था होगी, जिस तरह से हवाई जहाज की सेफ्टी की होती है। मंत्री महोदय, मैं आपके माध्यम से पूछना चाहता हूं कि क्या ऐसा नहीं लगता कि मंत्रालय के कतिपय लोगों द्वारा, इस निरीक्षण के मामले को, बालयोगी जी के निधन के बाद, जिस गंभीरता से लेना चाहिए था, उसमें शिथिलता बरती गई है? अगर ऐसा है तो क्यों है और इसके निराकरण के लिए आप भविष्य में क्या उपाय कर रहें हैं?

श्री प्रफुल्ल पटेल : सभापति जी, माननीय सदस्य ने यहां पर जो चिंता व्यक्त की है, मैं समझता हूं कि यह सारे सदन की चिंता है और हमारी भी यही सोच है कि हेलीकॉप्टर से जो लगातार कई हादसे हुए हैं, यह हम सभी के लिए एक आई ओपनर है। इसके लिए हम भी कई कदम उठाने का प्रयत्न कर रहें हैं। जैसा आपने कहा कि हवाई जहाज का मतलब उड़ान होती है, तो उसके लिए नियंत्रण ज्यादा होता है, लेकिन हेलीकॉप्टर पर आपकी दृष्टि से नियंत्रण थोड़ा कम हो रहा है, ऐसी बात नहीं है। सर, क्योंकि हर ऑपरेशन ऑफ् एयरक्रॉफ्ट के लिए इंटरनेशनल सिविल एविएशन आरगेनाइजेशन (ICAO) के मैनुअल होते हैं, इसके स्टैडर्ड प्रैक्टिसेज और प्रोसिड्योर होते हैं और पूरी तरह से हमारे देश में उनका नियम पाला जाता है। हालांकि अनेक हादसे होने के वजह से पिछले अक्टूबर में ही, कुछ महीने पूर्व हमने एक कमेटी का गठन किया था, उसे कौशिक कमेटी कहते हैं , इसका गठन अक्टूबर 2004 में ही किया था और उसकी रिपोर्ट अभी-अभी हमें 10 मार्च को प्राप्त हुई है। उस कमेटी का हमने जो दायरा दिया था, वह था Report on training proficiency,

monitoring of helicopter pilots and the requirement for helicopter operations यह इसी वजह से किया गया था क्योंकि इस प्रकार के अनेक दुखद हादसे हुए और हमारे कई महत्वपूर्ण राजनेताओं का भी इसमें निधन हुआ, यह हमारे लिए चिन्ता की बात है। जहां कुछ बातें आपने कही कि जो हादसे होते हैं, उसमें डायरेक्टर जनरल ऑफ सिविल एविएशन, इंस्पेक्टर ऑफ एक्सीडेंट्स को डीजीसीए की इन्क्वायरी के लिए नियुक्त करते हैं, लेकिन ये जो दो महत्वपूर्ण हादसे हुए थे, एक तो स्वर्गवासी माधवराज सिंधिया जी के वक्त और दूसरा हमारे स्पीकर बालयोगी जी के वक्त, मेजर एक्सीडेंट की कमेटी ऑफ एक्सीडेंट्स सरकार ने एक इन्क्वायरी बिठाई थी और उसके भी जो अनेक पहलू थे, उनके बारे में कई महत्वपूर्ण कदम उठाए गए हैं। आपकी जानकारी के लिए मैं कहना चाहूंगा कि अन्त में अभी जो हादसा कुछ दिन पूर्व हुआ, जिसमें हरियाणा के हमारे दो माननीय मंत्रियों का निधन हुआ, उस वक्त वह हादसा इंजन फेल्योर की वजह से हुआ था। वह मैन्युफैक्चरर ने खुद कबूल किया हुआ है। लेकिन फिर भी आपने जो कहा है, हेलिकॉप्टर के नियंत्रण के लिए मिनिस्ट्री के तहत एक हेलीकॉप्टर ग्रुप का फारमेशन हम लोगों ने डीजीसीए के अन्तर्गत किया हुआ है और उसमें वे लोग काफी काम करते हैं फिर भी मैं आपको बताना चाहूंगा कि ... (**व्यवधान**)... मैं वही कहना चाहता हूं कि एक हेलीकॉप्टर ग्रुप है विदिन डीजीसीए, जो लगातार रैडंम चेक्स, वगैरह करता हैं, लेकिन इसा बात को मानने मे कोई हर्ज नहीं है कि हेलिकॉप्टर कीसंख्या में पिछले कुछ वर्षो में काफी वद्धि हुई है और उस वृद्धि के कारण आज तक जो हम लोगों के प्रोसिड्योर थे, उसमें काफी कुछ सुधार और उसको स्ट्रेंग्थेन करने की जरुरत है। इन्फेक्ट डीजीसीए ने पिछले 22 जून 2004 को और उसके पश्चात् भी जो हेलिकॉप्टर आपरेटर्स है, स्पैशयली जो बड़े हेलिकॉप्टर ऑपरेटर्स हैं, उनको कहा है कि आप लोगों को हेलिकोप्टर सिम्युलेटर भी इसके लिए मंगाना चाहिए और मैन्युफैक्चरर्स, जिनके इस देश में हेलिकॉप्टर की व्यवस्था करेंगे तो आज पायलट्स का जो प्रशिक्षण हैं, उसमें और अधिक फायदा हो सकेगा। लेकिन आपकी बात से, आपकी भावना से मैं सहमत हूं कि आज तक जो हमारी यंत्रण है, इसको और अधिक सुदृढ़ करने के लिए और उसमें कोई भी शिथिलता न बरती जाए, इसके लिए हमारा पूरा-पूरा प्रयास है।

श्री अमर सिंह: महोदय, मैं आपके माध्यम से मंत्री जी ने कहना चाहूंगा कि आपने बहुत अच्छा बताया कि हमारी अनभिज्ञता है, हेलीकॉप्टर के मामले में आप लोग बहुत सचेत हैं,लेकिन क्या आपको पता है,आपके विभाग में डी जी सी ए को पता है कि इस देश में 130 हेलिकॉप्टर हो गए हैं और कौशिक कमेटी की रिपोर्ट में क्या इस बात को संज्ञान में लिया गया है कि इन 130 हेलीकॉप्टरों के प्रादुर्भाव के बावजूद किसी हेलीकॉप्टर इंस्पेक्टर की निरीक्षण के लिए प्रतिनियुक्ति नहीं हुई है। दूसरी एक जीत क्या आपके संज्ञज्ञन में है कि वायु सेना में वीवीआईपी या सामान्य यात्रियों के ट्रैवेल के लिए भी हेलिकॉप्टर की चेंकिंग के लिए एक एक्जिस्टिंग मॉडल विद्यमान है, क्या उस मॉडल को डीजीसीए या आपका मंत्रालय तत्काल अपनाएगा, या कोई कमेटी बनेगी, कमेटी की

कोई रिपोर्ट आएगी ? इसबीच हमने माधव राव जी को बालयोगी जी को सुरेन्द्र जैसे हमारे मित्र को खो दिया । हरसाल चुनाव होते हैं, हर महीने चुनाव होते हैं, हम में से हर व्यक्ति को हरदम हेलिकॉप्टर में जाना पड़ता है । पता नहीं, हर बार डर लगता है, जब हम हेलिकॉप्टर में जाते हैं कि हमसे से कौन चला जाए। इसलिए कौशिक कमेटी रिपोर्ट की सारी बातों का स्वागत करते हुए मैं महोदय से जानना चाहूंगा कि आज इस देश हैलीकॉप्टर्स की संख्या, जोकि 130 हो गयी है, उसे संज्ञान में लेते हुए हैलीकॉप्टर्स इंस्पैक्टर या वायु सेना की तर्ज पर सेफ्टी मेजर्स को डी 0जी0 सी0 में उतारने का कोई प्रयत्न करेंगे?

श्री प्रफुल्ल पटेल : मान्यवर, माननीय सदस्य महोदस की जैसी भावना है और जो बात उन्होंने कही कि फ्लाइट ऑपरेशन इंस्पैक्टर की जो पोजीशन है, वह Vacant है, लेकिन इसके अलावा एक स्थायी हैलीकाप्टर ग्रुप है। फिर भी जैसा आपने कहा आज इनकी बढ़ती हुए संख्या को देखते हुए उसको और अधिक ... (**व्यवधान**) ...

श्री अमर सिंह : मान्यवर, आज इनकी संख्या 130 हो गयी है और ये बढ़ ही रहे हैं और कुछ समय में इनकी संख्या 200 या 300 हो जाएगी ।

श्री प्रफुल्ल पटेल : मैं आपकी बात से सहमत नहीं हूं। आपकी जानकारी पूरी सही है,आज देश में 129 हैलीकॉप्टर्स हो गए है क्योंकि हम सभी कभी-न-कभी हैलीकॉप्टर में बैठने वाले लोगग है। आखिर राजनेताओं का इससे संबंध ज्यादा आता है और विशेषकर चुनावों में। सर, मैं आपको 4-5 प्वाइंट्स बता दूं जो कि कौशिक कमेटी के प्रमुख प्वाइंट्स है:

Steps to be taken for avoiding helicopter accidents. Some of the points, they have mentioned, are:

Helicopter Group of DGCA would be strengthened. That, an Helicopter Pilot is being posted in DGCA immediately on ad hoc basis till the post is filled on a regular basis on the recommendations of the UPSC.

Mandatory proficiency checks would also cover ground training simulator, emergency procedures, training and crew resource management.

Training Centre, which is being created in the DGCA, would also assist in the refresher training of pilots operating small helicopters and aeroplanes. At present, there is no helicopter simulator in India at all. Pawan Hans is being asked to procure helicopter simulator. Also, helicopter manufacturers would be asked to install and operate similar simulators. That we have already written to all the major manufacturers which are operating the major types of helicopters in India.

The syllabus for ground flight training would be standardised.

Convergence from one type of helicopter to another type would be carried out only at approved training establishments or at the manufacturers' facilities, ^te-^tr? l

श्री सभापति : इसमें आप एक बात बता दीजिए कि जो भी कमेटी की रिकमंडेशंस है, उनमें से आपने कितनी मान ली है और कितनों को लागू कर दिया है?

श्री प्रफुल्ल पटेल : सर, इसमें माननी तो सारी है।

श्री प्रफुल्ल पटेल : सर, यह एक ongoing process है और अभी 10 मार्च को ही उसकी रिपोर्ट प्राप्त हुई है।

श्री सभापतिः ठीक है।

श्री प्रफुल्ल पटेल : हम निश्चित ही आपकी भावनाओं से सहमत हैं और उनको जल्द-से-जल्दimplement करने के लिए पूरे प्रावधान और व्यवस्था की जा रही है।

SHRIMATI SUKHBUNS KAUR: Sir, I would like to know from the hon. Minister whether it is a fact that till today, no duly constituted Helicopter Division exists in the Director General (Civil Aviation). Secondly, is it a fact that despite the Naresh Chandra Committee recommendations, no designated helicopter routes have so far been blotted, nor any air traffic control system has been geared to manage the operations?

SHRI PRAFUL PATEL: Sir, I have just mentioned most of the points raised by the hon. Member. However, I would like to assure her that there is a Helicopter Group within the DGCA. The post of the Helicopter Inspector is not yet filled up which, as I have said, we are now doing on an ad hoc basis, on an emergency basis, which we must do and we will implement that. However, Sir, I would like to enumerate one thing. In the past, when there were fewer helicopters in the country, most of the pilots used to come from the Air Force and, therefore, they had already a very high level of training and, therefore, things were little easier. Now, with the growth in number of helicopters in India, the pilots are not necessarily coming from the Air Force background. And, therefore, further training for these pilots, and, especially, simulator training, refresher courses, manufacturers training, all these are now being mandated as per the new Committee report.

SHRI DIPANKAR MUKHERJEE: Sir, the Minister is so thorough otherwise but I request him to give a cursory look at the details of the accidents and the probable causes from 2002 onwards. After all the Government is a continuing entity, it is not that Mr. Patel has to take the responsibility. Sir, in these three years, most of the reasons of accidents are problems from the pilots, and it is a human error. Now, if the source is known, problem is known for three years — to repeat the words of Mr. Chidambaram; he says, 'outlay and outcome' —I would say that the result of the recommendations of the Committee is that from 2002 onwards till now it is still growing. Would the Minister seriously consider some sort of inspection branch despite the fact I know that there are aversions towards the word 'inspection'? But here is an area where inspection is necessary. Therefore, at least, for the time being, to address this problem of improper training of helicopters, most of which are operated by private operators, would he think of some sort of an inspector immediately to be put for checking up the performance as to whether the pilots are suitable for helicopter operations or not? A survey or study should immediately be carried out in this regard.

SHRI PRAFUL PATEL: Sir, I must admit that there is a problem. I just tried to answer Mrs. Kaur also that the training of pilots is now a serious issue. Earlier, the pilots used to come from the airports, and, therefore they were highly trained and skilled pilots. That is why, or, the point which you are mentioning, in June, 2004 when I came, we had written to all the operators including the manufacturers whose numbers of the helicopters are more in India, to please put up simulator facilities for training of pilots in India. *(Interruptions)...* Let me complete.

SHRI DIPANKAR MUKHERJEE: Right now what you want is to know as to how many of them are competent... *(Interruptions)...*

SHRI PRAFUL PATEL: I have come to that point also. I have to give you the chronological answer. I want to assure you that we are absolutely concerned and serious about this matter because of the spirit of the accidents. As also rightly pointed out by you; as per the findings, there has been a pilot error in majority of the accidents. In the last accident, it was an engine failure and even the manufacturer has accepted that. But the fact of the matter is that most of the accidents that have taken place have been on account of pilot error, and, therefore, every possible step is being taken including filling up the post of inspector also. I mean, we cannot say anything for the future but random checks on the pilots are

also being carried out by the helicopters group to avoid accidents and to see that at least the standards, which are prescribed by DGCA and by ICAO, are adhered to the maximum.

DR. KARAN SINGH: Mr. Chairman, Sir, reading this reply is really a very disturbing experience because it shows that more that 10 per cent of the helicopters fleet has in fact crashed. It is very high proportion. If we have 129 helicpoters and 18 have crashed, it means that the proportion is very high, and, they have crashed across the board, of all the manufacturers and of the all types of aircrafts. Now, the main point here is that there are two problems, one is the pilot error and the other is the mechanical error. Mechanical error has to be carefully checked by the authorities and the pilot error has to be reduced by getting better pilots.

The Minister just said about the post of inspector that is still to be filled up. I don't understand as to why such a crucial post should remain vacant for so long. After all, helicopter is not the minor partner in the aviation sector; helicopters are equally important. I was incharge of DGCA for six years and it seems to me that the helicopters have never been given the importance that they deserve. May I ask the Minister, considering the fact that the numbers of helicopters are increasing, whether they are for the corporate purposes or for the electoral purposes, would he consider setting up a proper branch in the DGCA to look exclusively into the helicopters, and, would he very kindly appoint that officer? Otherwise, we will be caught in what *Ghalib* says,

माना के तग़ाफुल न करोगे लेकिन,

खाक हो जाएंगे हम तुमको खबर होने तक।

SHRI PRAFUL PATEL: Respected Dr. Karan Singh has headed this Ministry many years ago, and, I am sure, he has much more knowledge of this Ministry than even I have, because I have been here only for less than a year and he had been here for six years. So, I am still 6th of his knowledge in terms of overall Ministry. But, I can assure you that, just look at the chronology of things that have happened in the last less than one year, after we have come, not only we talked for the pilots, training, we have also made the provision for simulators and appointed this committee also. The Committee's report has come in. It is not like an eternal, endless committee. It was formed in October and the report has come in March. We are working on that. The Inspector's post has also again not been eternally vacant. What I am saying is, it has been vacant for some time.

But, it does not mean that it has never been there. We have also taken steps to ensure that we fill it up immediately. Simultaneously, there is still a helicopter group within DGCA. It is not that there is just nobody looking at the helicopter operations. However, I do admit that the number of accidents is far too many to draw any comfort from the fact that everything is hunky-dory and everything is fine. We are doing everything possible to strengthen it. And, I do share the sentiments expressed by all the hon. Members. After all, all of us do sit in helicopters, from time to time, and if it becomes so unsafe, so much of a nightmare, I think it is something which needs an urgent attention. And, I can assure you that it is receiving its fullest attention.

श्रीमती मोहसिना किदवई : माननीय सभापति जी, मैं माननीय मंत्री जी से यह जानना चाहती हूं, जैसा कि जाहिर है कि वक्त के साथ-साथ समस्याएं बदलती है और जरूरतें ज्यादा होती है, आज हेलीकॉप्टर का चलन अधिक हो गया है। जैसा कि बताया गया कि बहुत से हैलीकॉप्टर है, 120 या 130 है और बहुत सी कीमती जानें गई, मैं मंत्री जी से पूछना चाहती हूं कि जो प्राइवेंट हेलीकॉप्टर्स होते हैं, जैसा कि डा. कर्ण सिंह जी ने भी कहा, मैं वही सवाल पूछना चाहती थी कि दुर्घटना या तो पायलेट के द्वारा अथवा खराब मेंन्टेंस के कारण हो सकती है, तो इसकी जो मेकेनिकल साइड है, उसमें प्राइवेट हेलीकॉप्टर्स की मेंन्टेनेंस के लिए क्या सिस्टम है? मेन्टेनेंस में खर्चा बहुत अधिक आता है और जहां तक सुना गया है, जो प्राइवेट हेलीकॉप्टर्स है एवं उनके जो ओनर्स है, वे उनकी उस तरह से मेन्टेनेंस नहीं करवा पाते, जो हेलीकॉप्टर के लिए जरूरी है। So, most important thing is the maintenance of the helicopter और उस मेन्टेनेंस के लिए क्या सिस्टम है? आपने इसके लिए एक कमेटी बैठाई है, आज नहीं तो कल,उसकी रिकमेन्डेशन आएगी, लेकिन इस वक्त फौरी तौर पर जरूरत इस बात की है कि जितने भी हेलीकॉप्टर देश में है, उनकी मेन्टेनेंस के लिए एक ऐसा स्ट्रांग सिस्टम इवॉल्व किया जाए, जिससे कि इसमें कोई कमी न आए क्योंकि आज प्राइवेट हेलीकॉप्टर्स में इसकी बहुत बड़ी कमी है।

श्री प्रफुल्ल पटेल : मान्यवर, सवाल ऐसा है, अब तो हेलीकॉप्टर्स कुछ शेडयूल्ड दो या चार ऑपरेटर्स के पास ही नहीं है, इसमें कई कार्पोरेट हेलीकॉप्टर्स, एक-एक हेलीकॉप्टर्स ओनर्स भी हो गए हैं जिसमें कार्पोरेट हाउसिज़ और अन्य भी शामिल है। इसमें कोई शक नहीं है कि प्रेस्क्राइब्ड मेन्युअल के हिसाब से ही मेन्टेनेंस किया जाता है। ऐसा नहीं है कि वे किसी भी प्रकार मेन्टेनेंस कर लें, क्योंकि मेन्युफैक्चरर का भी एक मेन्युअल होता है और उसी मेन्युअल के आधार पर उसके यहां पर रिपेयर एंड मेन्टेनेंस के लिए जो ऑथोराइज्ड एजेन्ट्स हैं, उन्हीं के माध्यम से यह काम होता है। फिर भी मैं इस बात को स्वीकार करता हूं कि इसमें और अधिक ध्यान देने की जरूरत है क्योंकि अचानक संख्या बहुत ही बढ़ती जा रही है और जिनके पास एक-एक-या दो दो हेलीकॉप्टर्स होंगे, मान्यवर मेंनटेनेंस करने का एक शेडयूल्ड ऑपरेटर का जो प्रावधान होता है, उसी के आधार पर किया जाता है। आज पवन हंस के पास सारी फेसिलिटी है। ऐसी और भी अनेक

कंपनियां, जिनके पास बड़े ऑपरेशन है, वे फिर भी एक बार ऐसे कर सकते हैं, लेकिन इंडीवीज्वल नहीं कर सकते हैं। इसलिए हम इसे और अधिक मज़बूत करने की कोशिश कर रहे हैं।

DR. VIJAY MALLYA: Mr. Chairman, Sir, I was on board the helicopter listed at S. No. 7 in the hon. Minister's reply that crashed in Bagalkot. One of the issues in helicopter operations in India is the vast difference in the type of helicopters flown. If you go through the list, Mr. Chairman, Sir, I draw your kind attention to the. various types, I do not believe that the constitution of an authority within the DGCA which, lam sure, is functioning extremely proficiently with safety in mind, is going to address the specific issues of operation of specific aircraft types. Therefore, the operator of the aircraft has to be in a position to ensure that the pilot in command of that particular aircraft has enough experience to cope with the unexpected in that particular aircraft type.

The second point I would like to make and request the hon. Minister is to try to facilitate, within the overall scheme of improvement of infrastructure, some covered maintenance space for private operators at various airports, because I know that nearly all helicopters in India have to be maintained out in the open.

SHRI PRAFUL PATEL: Sir, Dr. Vijay Mallya operates 4-5 types of aircrafts within his own organisation. So, he, I am sure, knows the difficulties, which he himself is facing. One of the Kaushik Committee's recommendations is conversion from one type of helicopter to another type would be carried out only at approved training establishment or at the manufacturer's facilities. Initial issue of instrument rating would be carried out at the approved training establishment or at manufacturer's facilities, and the skill test would be conducted by two independent examiners in two separate flights. These are the two issues in regard to what he has . said. Hill-flying has hazardous operation for which detailed training profile would be prescribed.

श्री सभापति : श्री दत्ता मेघे।

श्री दत्ता मेघे : सभापति महोदय, इसकी जो रिपोर्ट आई है ... (**व्यवधान**) ...हर कमेटी ने जो रिपोर्ट दी है, उसका इम्प्लिमेंटेशन... (**व्यवधान**) ... जिसके बारे में आपने भी पूछा था। यहाँ बड़े-बड़े वी0 आई0 पीज जिनकी इसमें डेथ हो जाती है ... (**व्यवधान**)... इसमें जो इम्प्लिमेंटेशन है, उसका ... (**व्यवधान**)... उनके कार्यकाल में भी पाँच-सात एक्सिडेंट हुए हैं और वे जानते हैं कि ये एक्सिडेंट रोकने के लिए आपके डिपार्टमेंट में तुरन्त कुछ व्यवस्था होनी चाहिए ।

यह क्वेश्चन तो बहुत बार आया है, जब एक्सिडेंट होते हैं, हम पूछते है, लेकिन ऐसे एक्सिडेंट को तुरन्त रोकने के लिए इम्मेडिएट कैलामिटी के लिए, एक साल, दो साल या दो-तीन महीने में आपको जो भी कुछ करना है, कमेटी ने जो सजेशन दिया है, क्या वह आप करने वाले हैं?

श्री सभापति : ठीक है।

श्री प्रफुल्ल पटेल : बिल्कुल,सर। इसलिए इस कौशिक कमेटी का जल्द-से-जल्द तैयारी करवाकर अक्टूबर में गठन किया गया और मार्च में इस कमेटी की रिपोर्ट आई। In whatever form possible इस रिपोर्ट का तुरंत इम्प्लिमेंटेशन होगा। हमारी तरफ से इसमें कोई रूकावट नहीं है।

श्री सभापति सदस्य : माननीय सदस्य, सप्लिमेंटरी क्वेश्चन के लिए बहुत से मेम्बर्स के नाम आए हैं। आधा घंटा हो गया। ... (**व्यवधान**)... नेक्स्ट क्वेश्चन ले लेते हैं।

एक माननीय सदस्य: चेयरमैन सर ... (**व्यवधान**)...

श्री सभापति : किसलिए, हेलिकॉप्टर के लिए? ... (**व्यवधान**)...

श्री माननीय सदस्य: सप्लीमेंटरी के लिए ... (**व्यवधान**)...

श्री सभापति : सप्लेमेंटरी ... (**व्यवधान**) ... नेक्स्ट क्वेश्चन।

Space crunch at major airports

*542. SHRI TARIQ ANWAR: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether it is a fact that the Indira Gandhi International Airport and other major airports are facing space crunch;

(b) if so, the reasons therefor; and

(c) the steps taken in this regard?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) to (c) A Statement is laid on the Table of the House.

Statement

(a) to (c) Of late, Civil Aviation Sector in India has registered rapid traffic growth in aircraft movements, passengers and cargo. At some airports including Indira Gandhi International Airport, New Delhi the infrastructure development both at air side and terminals has not kept pace with the